

Appendix D

Relocation Plan - Conceptual Stage

**Michigan Department of Transportation
Real Estate Division
Relocation Plan - Conceptual Stage**

Control Section 25071 & 63071, Job Number 49153

**M-15 from I-75 to I-69
Metro District and Bay Region
November 2001**

GENERAL AREA AND PROJECT INFORMATION

The proposed project involves the improvement of M-15, a predominately rural two-lane highway, for a twenty-mile section between I-75 and I-69 in Oakland and Genesee counties.

The primary purpose of the proposed project is to increase capacity on M-15. Travel demand is exceeding capacity today at the south end of the corridor and by 2025, all of the corridor is projected to be over the capacity of a rural, two-lane road, if no improvements are made. Analysis has found the most prudent, feasible and practicable alternative is to widen the existing roadway along its existing alignment.

There are two alternatives, the No Action Alternative and the Preferred Alternative. The Preferred Alternative combines five-lane and boulevard sections to provide a minimum of four through lanes over the 20-mile length of the corridor. For continuity, the cross section cannot change frequently from five-lane to boulevard and back. Thus, the alternative reflects an effort to provide boulevard sections of reasonable length, with five-lane construction in locations where constraining circumstances, such as existing development, wetlands, historic resources and/or a combination of these factors did not favor boulevard construction.

Historically M-15 has served a low-density rural corridor with development focused around the communities of Ortonville in Oakland County and Goodrich in Genesee County. The general corridor is a mixture of single-family residential and commercial properties. Many of the fronting residential lots are very deep. The existing right-of-way of M-15 varies between 66 feet and 120 feet in width.

DISPLACEMENTS

A residential displacement is defined as the relocation of a single-family unit. A four-unit building would count as four displacements.

A business displacement means each and every business, so one business in three buildings counts as one business. Three businesses in one building count as three businesses.

No displacements are necessary for the No Action Alternative. The table below shows possible displacements for the Preferred Alternative for Oakland and Genesee counties.

Type of Parcel	Oakland County	Genesee County	Total
Residential Single-Family	17	19	38
Commercial	26	14	40
Total	42	33	78

Residential and commercial property displacees affected by this transportation project are subject to the federal Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Uniform Act), as amended.

RESIDENTIAL AND COMMERCIAL PROPERTY

RESIDENTIAL – The project could cause approximately seventeen (17) displacements of single-family units in Oakland County and nineteen (19) in Genesee County for a total of 38. A thorough study of the availability of replacement dwellings for displaced persons indicates a sufficient supply of homes exist for the project. It is anticipated that the corridor will be able to absorb the number of residential displacements projected under the Preferred Alternative. Replacement housing must meet the criteria of being decent, safe, and sanitary (DSS), otherwise the house will not be offered as replacement housing to displaced individuals.

In view of the number of houses in the general project area, it appears that there will be an adequate number of housing units to ensure an efficient and complete relocation of all displaced persons given an adequate relocation time of twelve to twenty-four months for the process to take place. It is customary for a project to take place in phases or segments which will allow for a more gradual relocation process and, subsequently, ensures that there are adequate replacement single-family housing units on the open market at any given time.

COMMERCIAL – The project could cause the displacement of twenty-six (26) businesses in Oakland County and fourteen (14) businesses in Genesee County, for a total of 40. Businesses in the corridor are primarily service-orientated with a local client base. They are likely to relocate within the corridor, minimizing job loss. Commercial space for lease and vacant commercial sites available for development will allow for relocation. It has been determined that the business displacements will not have a major economic or otherwise generally disruptive effect on the community. There will be sufficient commercial facilities in the marketplace to provide for replacement property for any eligible commercial or industrial displacement.

ASSURANCES

All eligible businesses, resident, and non-profit organization displaced by the project will be provided with relocation assistance and services in accordance and compliance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (Uniform Act). The Michigan Department of Transportation will, in accordance with applicable regulations, make every reasonable effort to inform individuals, businesses and not-for-profit organizations of the impact, if any, of the project on their property. Every effort will be made, through relocation assistance, to lessen any impact when it occurs.

In summary, the State Relocation Program is realistic and will provide orderly, timely, and efficient relocation of all displaced persons in accordance with Federal and state requirements.

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